



PORT OF PORTLAND

DAILY DIARYPAGE 1 OF 2PROJECT Terminal 2 / Terminal 5 Maintenance DredgingCONTRACT NO. 52449/01D015CONTRACTOR Hickey Marine Enterprises, Inc.SUPERINTENDENT Greg SpeyerDAY OF WEEK & DATE: Friday, January 11, 2002REPORT NO. 025WEATHER Partly CloudyTEMPERATURE 39 - 48NUMBER/CLASS OF CONTRACTOR'S PERSONNEL:

Hickey Marine -

MAJOR EQUIPMENT ON JOB (Size/capacity and hours):

Hickey Marine -

CHRONOLOGICAL ACCOUNT OF DAY'S WORK

~11:00 am I left a voice message for Denise (Port Terminal 4 Manager) requesting an updated Berth 205 ship schedule.

11:30 am Per teleconference with John (Port CCM), Marcel (Port Project Manager), Rob (Port Navigation), and Greg (Hickey), we requested from Hickey an estimate of the quantity of dredging completed thus far. Minister Glaeser will perform the post-dredge survey using multi-beam equipment. Hickey will coordinate their work. Greg inquired if any scheduled ships at Berth 206 could be moved to facilitate completion of the dredging. Thursday will be the last dredging day next week. The Port Navigation crew will discharge water from the rehandling facility prior to pumping the dredge material into the rehandling facility on Saturday. I will inquire about openings at the Terminal 5 barge slip in order to coordinate dredging and hydrosurvey work.

2:25 pm Per telecon with Denise, Berth 205 should be available Sunday through Wednesday of next week. Berth 206 was open indefinitely. I notified Greg (Hickey). He will plan to dredge Sunday through Thursday to complete the Terminal 2 dredging. Greg requested a copy of the post-dredge survey from Terminal 5, Berth 501. I notified Marcel (Port Project Manager). He indicated that he would send a copy via interoffice mail to John Durst (Port CCM).

3:00 pm I emailed the updated dredging schedule.

4:25 pm Per voice message from John Childs (Port Environmental), he indicated that we should sample approximately 4 hours after dredging begins. If the turbidity test result was above the BMP level, we should take another sample to confirm the results. Hickey should implement the BMP procedures; if the second test result was above the BMP level.

4:40 pm Per telecon with Darrel (Hickey), I informed him that Berth 204 dredging was deleted from the scope of work. I indicated that he should stop dredging at Station 15+00. I inquired about the rip rap observed on the screen at the pump site. Darrel informed me that rip rap was occasionally encountered along the fender pile line of Berth 206. He indicated that once he observed the rip rap on the screen, he did not excavate deeper at that location. I notified Walt (Port Engineer) via voice message.

5:50 pm Per telecon to Greg (Hickey), I informed him that Berth 204 was taken out of the project scope. I indicated that he should dredge to Station 15+00.

6:00 pm I met with John (Port CCM) and discussed the project progress.

TESTS PERFORMED:PHONE LOG:SITE PHOTOS/VIDEOS TAKEN:FORCE ACCOUNT WORK/ CHANGES ENCOUNTERED:

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